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of thought; in another, they are not English because they were influenced in a greater degree by the circumstances of time and place, by environment.

The arrangement of the work is not all that could be desired. It would have been more helpful to the reader had the author's theory of our constitutional development been placed in its logical sequence after the critical portions of the work. It is also to be regretted that the author has devoted one-sixth of his entire book to a refutation of Campbell's theory regarding the Dutch sources of the constitution. Mr. Campbell's theory has already served its term as the literary punching-bag for writers and speakers in this field, and it has been hit so often and so hard that it no longer rebounds properly. In conclusion, the reader, if he be a student of constitutional history, must feel grateful for the clear and forcible explanation of the influence of natural surroundings on the formation of governmental systems, since it is from this point of view that we have most to expect in the future study of our institutions.

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Geschichte und System der Eisenbahnenbenutzung im Kriege. Ein eisenbahn-technisches und militärisches Hülfsbuch. By Dr. JOESTEN. Pp. 88. Leipzig. Deutsche Verkehrs-Blaetter, 1896.

In Great Britain and the United States the development of railroads has been primarily determined by industrial conditions, while military considerations have played but a secondary rôle. On the continent of Europe, however, the location of railroads, and the manner of their construction and operation, have been influenced by the probable demands to be made upon them in time of war. Railroads have acted upon the military, somewhat as they have upon the industrial organization of European states; armies have become differentiated, and a division of labor has been systematically carried out upon a large scale. Armies have become greater and their movements quicker, and wars have become more rapid and destructive but less frequent in consequence.

The writer of this volume is a recognized authority on the subject of the military use of railroads. Under the pseudonym of Miles Ferrarius, he has already contributed several books and some fifty articles to the literature of the subject. In the present book, Dr. Joesten draws attention to the importance of railways in mobilizing armies at the outbreak of a war, and in maintaining the forces during its continuance. Such is the rapidity of mobilization of the armies of to-day

that the loss of a few hours may be fatal to the success of a whole campaign. This is the chief employment for military railroads, but they may also be used in provisioning the army, and in bearing away wounded and prisoners. For purely tactical purposes, the use of railroads is more limited; since the conveyance of troops upon the field is dangerous and even ruinous, unless the road is quite secure from attack, but circular railways, for the defence of extensive fortifications, have been of great service and may be a salient feature in future campaigns. Dr. Joesten gives an admirable historical account of the military use of railroads from the campaigns of 1848 and 1849 to the Franco-Prussian war, but is guilty of one or two needlessly prolix digressions. The book concludes with a systematic account of the military organization of the railroads in Germany, France, Russia, Austria-Hungary and Italy.

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Conscience et Volonté sociales. Par J. NOVICOW. Bibliothèque Sociologique Internationale. Pp. 380. Price, 6 francs. Paris: V. Girard & E. Brière, 1897.

This is a fascinating book to any one interested at all in social philosophy. It is an attempt to construct, in rough outline at least, a social psychology. The subject is fresh and the author's style so clear that one is carried along with ease and interest from beginning to end. Alas, when he has finished, the reader feels that the hopes that have been raised by the proposed solution of many knotty problems are vain. With all the array of interesting facts, to a consideration of which we are treated, there is much to wish for in the reasoning and method of discussion. The author accepts the organic theory of society in all its literalness and explains and defends it in his introductory chapters and in his concluding one with admirable clearness. He is right in maintaining that we must, in order to refute a theory, meet it with a counter theory, but not correct in thinking that the idea of unity in the universe and in the laws governing it, forces us to believe that human beings in their relations to each other are parts of a biological organism working out a life of its own. He is also asking too much of us when he says that because the organic theory brings sociology into relation with more general sciences it therefore contains a greater sum of truth than other theories of society, which is the test he has previously established of a good and acceptable theory. This is